

The Hong Kong Daily Press.

No. 2500.

號五百二十二

HONGKONG, WEDNESDAY, 18th OCTOBER, 1865.

號八月十英 港香

[PRICE \$2 PER MONTH.]

Arrivals.

OCT. 17. BENEFACTOR, Amer. S.-Petersburgh, 510, Eldred, New York, 2nd July, General—SMITH, ARCHER & Co.
Oct. 17. EMBIGGATOR, Span. sh., 600, D. Fransia, Manila, 8th October, Ballast.
Oct. 17. CADIZ, STEL & CO., 457, Wm. Coopers, Sh., 14th October, General—P. & O. S. N. Co.
Oct. 17. S. CHIN, LIMA, British att., 433, Muun, Shanghai, 1st October, General—SMITH, KENNETH & Co.
Oct. 17. SARAH, BRIT. 186, Tientsin, 5th October, Ica—DENT & Co.
Oct. 17. OTTO, DAN. 298, N. C. Groumetzki, Valparaiso, 10th July, Flour—RUSSELL & Co.
Oct. 17. ARGENTINE, BRIT. 186, Burrows, British & Chilean, 12th October, General—HARDY & Co.
Oct. 18. PARIS, Amer. 100, San Francisco, 16th Aug., General—ADOLPHUS HEDD & Co.
Oct. 18. NARAO, RUS. att., 2156, R. Lunghi, Nagasaki, 12th October.
Oct. 18. BONITA, RUS. att., 2160, Bach-Ducholtz, Nagasaki, 12th October.

Departures.

OCT. 16. CLAN ALFRED, ST. for Singapore, and Calcutta.
Oct. 17. STIRLING, ST. for Labuan & Leith.
Oct. 17. LIGHTNING, ST. for Singapore, and Calcutta.
Oct. 17. UNDINE, ST. for Swatow & Amoy.
Oct. 17. YESTA, ST. for Swatow.
Oct. 17. ORION, ST. for Singapore.
Oct. 17. BENGAL, for London.
Oct. 17. ASIA, for Singapore.
Oct. 17. BARBAROSA, for do.
Oct. 17. EMERALDA, for Macao.
Oct. 17. PROSPERO, for Swatow.
Oct. 17. KAMITE, for Bangkok.

Clearances.

AT THE HARBOUR MASTERS OFFICE, OCTOBER 17, 1865.
Zemindar, for Singapoer, and Calcutta.
Twilight, for Alkai.
Selina Jane, for Whampoa.
Japan, for Swatow.
Royal Saxon, for Manila.
M. G. Gardner, for Melbourn.
Hildegard, for Singapore.
Genesius, for do.
Asia, for Palmeut.
Louisa, for Singapore.
Johannes Martinius, for Macao.

Passengers.

For "Empress" from New York.
Messrs. Miller, Clark, Howell, and Hinman,
and Chinese.
For "Cedric" st. from Shanghai.
Mrs. Scott, and 20 Chinese.

Reports.

The British steamer "Shore" last reported on the 17th Oct., who passed the steamer "Est." off the Beacon, Yang-tze River. On the 1st at 9 P.M. passed the steamer "Aden" off the Cape of Good Hope. Departing on the 13th October, the 18th and 19th, light winds on 18th and 19th.

The American bark "Benefactor," Captain J. H. Smith, arrived at Hong Kong on the 20th of that month, having experienced moderate weather. On August 18th, when in lat. 37° S., long. 116° W., encountered a small gale, in which she was driven ashore. At 7 A.M. on the 20th of the month, the bark "Cape" was being 40 days from New York. Left Anjer on the 26th of September, 87 days out; experienced light air moderate winds, and a moderate sea. On the 1st October, after a passage of 166 days. Passing through Gaespar Straits, she saw a large ship on the north side of Lett Island, which was also on the north side of the same island, both ships were in the same latitude. She saw and passed two large steamers—a double top-sail ship, apparently of American build, and the other looked like a British craft, but the latter steering, to be bound to Hong Kong, but in consequence of the distance they were off, she was unable to signalize either.—Evening Mail.

Information.

NOTICE.—PAWETT & CO., having enlarged their premises, now offer a room as a first class Auction Room, prepared to receive goods for Auction, or on Commission. They will insure their Friends and Patrons to quick access, Sale, and all convenient to those who have been accustomed to their services.

Estates of Commission and Charges, Moderate, by agreement.

1824, Hongkong, 10th October, 1865.

NOTICE.

THE DEPTHS, H. WILSON & CO., having been induced by the suggestions of some of the influential houses to convert the lower portion of their building into a general Auction Mart, or the business of Wine and Spirit Merchants for the period of six Years into an Auction Mart, and Commission Room, have removed that Office, and the same, to the Queen's Road East, in which they will continue carrying on the above business as heretofore. The Auctioneering business will be conducted under the superintendence of the Public Auctioneers therefor selected, the situation being near the Military, Naval and Mercantile Depot.

Guarantees early and immediate attention to rendering the same safe and expeditious. The East End, opposite Naval Yard, 2387, Hongkong, 12th September, 1865.

NOTICE.

A GOOD EUROPEAN COOK (of Swissland) wishes to find an employment, can give good references. Address B. Office of this Paper, 2261, Hongkong, 31st August, 1865.

NOTICE.

A Young Man European, would be glad to find an employment as Clerk, can keep Books, and is well acquainted with the English language. A very moderate salary would be accepted. Address B. Office of this Paper, 2000, Hongkong, 4th August, 1865.

NOTICE.

THE undersigned will not be responsible for the purchase of any articles for his Ship or Steamer, unless the content of the Supercargo, shall thereto have been first obtained. Address B. Office of this Paper, 1839, Hongkong, 8th June, 1865.

NOTICE.

THE Bank of HONGKONG, and WHAMPoa, LIMITED.—STEAM-TUG "LITTLE ORPHEUS." This powerful Tug, built at Hong Kong, and fitted with two 100-horse power engines, will be available for hire to Tug to or from Sea. For particular apply to the Manager.

NOTICE.

Captain or Warder, or J. H. B. M. COOT.

NOTICE.

1839, Hongkong, 8th June, 1865.

Banks.

BANK OF INDIA.
Capital Rs. 1,00,00,000.
(\$1,000,000 Sterling)

ESTABLISHED IN BOMBAY.

INCORPORATED WITH UNLIMITED LIABILITY UNDER ACT XIX OF 1857 OF THE LEGISLATIVE COUNCIL OF INDIA.

HEAD OFFICE BOMBAY.

LONDON BANKERS (London Joint Stock Bank and Branches)—London, Calcutta, Shanghai, and Canton.

HONGKONG BRANCH.

The Bank draws on the London Joint Stock Bank, London, on its Head Office at Bombay and Branches at Calcutta, Shanghai, and Canton.

DEPOSITS.

Interest will be allowed as follows:

12 months 5 per cent.

18 months 6 per cent.

24 months 7 per cent.

30 months 8 per cent.

36 months 9 per cent.

42 months 10 per cent.

48 months 11 per cent.

54 months 12 per cent.

60 months 13 per cent.

66 months 14 per cent.

72 months 15 per cent.

78 months 16 per cent.

84 months 17 per cent.

90 months 18 per cent.

96 months 19 per cent.

102 months 20 per cent.

108 months 21 per cent.

114 months 22 per cent.

120 months 23 per cent.

126 months 24 per cent.

132 months 25 per cent.

138 months 26 per cent.

144 months 27 per cent.

150 months 28 per cent.

156 months 29 per cent.

162 months 30 per cent.

168 months 31 per cent.

174 months 32 per cent.

180 months 33 per cent.

186 months 34 per cent.

192 months 35 per cent.

198 months 36 per cent.

204 months 37 per cent.

210 months 38 per cent.

216 months 39 per cent.

222 months 40 per cent.

228 months 41 per cent.

234 months 42 per cent.

240 months 43 per cent.

246 months 44 per cent.

252 months 45 per cent.

258 months 46 per cent.

264 months 47 per cent.

270 months 48 per cent.

276 months 49 per cent.

282 months 50 per cent.

288 months 51 per cent.

294 months 52 per cent.

300 months 53 per cent.

306 months 54 per cent.

312 months 55 per cent.

318 months 56 per cent.

324 months 57 per cent.

330 months 58 per cent.

336 months 59 per cent.

342 months 60 per cent.

348 months 61 per cent.

354 months 62 per cent.

360 months 63 per cent.

366 months 64 per cent.

372 months 65 per cent.

378 months 66 per cent.

384 months 67 per cent.

390 months 68 per cent.

396 months 69 per cent.

402 months 70 per cent.

408 months 71 per cent.

414 months 72 per cent.

420 months 73 per cent.

426 months 74 per cent.

432 months 75 per cent.

438 months 76 per cent.

444 months 77 per cent.

450 months 78 per cent.

456 months 79 per cent.

462 months 80 per cent.

468 months 81 per cent.

474 months 82 per cent.

480 months 83 per cent.

486 months 84 per cent.

492 months 85 per cent.

498 months 86 per cent.

504 months 87 per cent.

510 months 88 per cent.

516 months 89 per cent.

522 months 90 per cent.

528 months 91 per cent.

534 months 92 per cent.

540 months 93 per cent.

546 months 94 per cent.

552 months 95 per cent.

558 months 96 per cent.

564 months 97 per cent.

570 months 98 per cent.

576 months 99 per cent.

Docks.

HONGKONG AND WHAMPOA DOCK COMPANY.

THE COMPANY'S DOCKS, at ABERDEEN and WHAMPOA, are in full working order, and the attention of all the shipping interests and the authorities with Govt. Establishments for the Docking and Repair of Vessels.

The following description of the Premises is submitted for the information of the public.

ABERDEEN DOCKS.

DOCK No. 1.

Bulb of GRANITE.

Length 330 feet

Breadth 60 "

Depth of water at Spring Tides 16 "

do Near Tides 16 "

NEW DOCK No. 2.

Bulb of GRANITE.

Length 400 feet

Breadth 60 "

Depth of water at Spring Tides 16 "

do Near Tides 21 "

This Dock is now under course of construction.

WHAMPOA DOCKS.

DOCK No. 4.

Bulb of GRANITE.

Length 350 feet

Breadth 60 "

Depth of water at Spring Tides 14 1/2 feet

do Near Tides 11 "

This Dock is the largest dock in China, and they are fitted with every appliance in the way of Gauges, powerful Steam Pumps, &c., to ensure safety and despatch of work.

DOCK No. 6.

Bulb of Wood.

Length 280 feet

Depth of Water at Spring Tides 11 "

do Near 11 "

Fitted with Calsoons and Steam Pumps.

WORKSHOPS.

The Workshops, both at Aberdeen and Whampoa, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineers' Shops are supplied with Lathe, Planing, Boring, Cutting, Punching and other Tools, and driven by Steam on the largest scale, and driven by Steam. The Shipwright's and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Engineers.

Powerful Lifting Sheds stand on a Jetty alongside which vessels can lie in 24 feet water, and take off in our bollards, masts, &c.

BOILERMAKERS' DEPARTMENTS.

The Company in addition to executing Repairs are prepared to tender for supplies new Hulls & fastenings, for constructing which they have great facilities.

FOUNDRY.

Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost dispatch.

STEAM TUG.

Steam Tug, with a Towing Capacity of 100 H.P., and a Power of 100 H.P., is always at readiness to tow vessels from Hongkong to the Dock free of charge, and will take them back to Sea.

For further particulars apply to G. N. MINTON, Manager at Whampoa, or J. H. BOWRING, Manager at Aberdeen.

TAYLAPEAK.

H.N.—The Consignee or Master of each vessel, reason to complain of the work done in the Dock, or in any way respecting the Dock organization, shall address his Secretary at the Head Office, or at the office of the Manager, or to the Directors of the Company.

Hongkong, April 3, 1865.

PORT OF AMoy.

SHIP-OWNERS, AGENTS, and COMMISSIONERS, are informed that the Company, for the convenience of their Agents, have appointed a special Agent for Bowring and Sprawling Vessels and for Cleaning and Painting Iron and Steel Ships.

Their large GRANITE Dock, 398 feet long on the outer side, and 350 feet long on the inner, at average Spring Tides, can take Vessels drawing to 17 feet Water. The Dock is fitted with a Galvanized Gear, and with a Centrifugal Steam Pump, so constructed as to give a constant current of water to the Dock, and to wash down the sides. An ample stock is kept on hand of Timber, Oregon Spars, Shathing Copper and Yellow Metal, and of every description of material required.

The Premises comprise an Engineering Workshop, a Large Smithy and Carpenter's Workshops, and the Works are supervised by Bowring and Sprawling. Dry Goods for the reception of Vessel stores &c., when requiring to discharge them.

At 500 feet from Amoy, there is a GRANITE DOCK, 240 feet long, can take Vessel drawing 14 feet Spring Tides.

One Dock, 160 feet long, can take in Vessel drawing 12 feet Spring Tides.

There are Buoys at both Docks for the accommodation of Captains and Owners of Vessels.

All kinds of Ship and Blacksmith's Work done.

Large Docks, 180 feet long, can take Vessel drawing 15 feet Spring Tides.

The Docks are fitted with a Galvanized Gear, and therefore remain as follows until further notice, viz:

Dwelling House, (removed from)

its original position, and now situated at

the entrance of the Dock.

Other Dwelling Houses (removed from)

its original position, and now situated at

the entrance of the Dock.

Other Dwelling Houses (removed from)

its original position, and now situated at

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JOHN BIAH & CO,

Agents, Bowring & Sprawling Co.

Mrs. SAMUEL DODD,

Manager, Whampoa.

Hongkong, 1st November, 1865.

FOOCHOW DOCK.

MARNOT RIVER MIN.

The Company respectfully begs to notify

that the above GRANITE Plastered Dock is now ready to receive Vessels. Its dimensions are as follow—length 300 feet, width at bottom 40 feet, at top 65 feet, and 100 feet at the outer end, Spring Tides.

The Docks are fitted with a Galvanized Gear, and are well supplied.

Dry Goods, and a large Hall for the reception of Cargo or Stores.

JOHN O. SKYE,

Manager.

Hongkong, 1st November, 1865.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY.

THE Second, and last, payment of \$100 per ton on the new Stock of the Hongkong and Whampoa Dock Company, is due on the 1st October next, and is payable at the Agents' Office, and Mastersmen's Office, except for the payment of the Premium, and the Management.

By Order of the Directors.

D. LAPLAIS,

Secretary.

Hongkong, 21st August, 1865.

Docks.

HONGKONG AND WHAMPOA DOCK COMPANY.

UNION DOCK COMPANY OF HONGKONG AND WHAMPOA LIMITED.

The Company respectfully beg to call the attention of Ship Owners, Agents and Mercantile Firms to the UNION DOCKS and EX-PAIRS of Vessels of all classes.

Their Docks, Wharves, wharves, quays, Four, have been in successful operation for the last twelve years, and are now in good working condition.

The Docks are pumped out by a Steam Pump in five hours, and capable of taking in Vessels drawn up to the water-line.

The Docks comprise the different Departments of the Shipwrights, Blacksmiths, Machine and Foundry, possessing all the necessary tools and apparatus for the repairing of Ships, Steamers, and Small Machinery.

The Stores in the different Departments consist of such material which can be supplied to Vessels on the water, and are well arranged for the use of the crew.

For further particulars apply to:

J. B. ENDICOTT,

Secretary,

or T. T. ENDICOTT,

Manager of Whampoa.

N.B.—The Consignee or Masters of Vessel in Vessels to complain of the work done in the Docks, or in any way respecting the Dock organization, shall address his Secretary at the Head Office, or at the office of the Manager, or to the Directors of the Company.

At 950, Hongkong, 21st March, 1865.

CHINA OVERLAND TRADE REPORT.

A MONTHLY SUMMARY OF THE CHINESE TRADE.

BY A MEMBER OF THE CHINESE COMMERCIAL SERVICE.

Price 10c.

FOR A MONTHLY SUMMARY OF THE CHINESE TRADE.

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